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THE HONGKONG DISPENSARY,
Hongkong, 17th November, 1894.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG

TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS

MUST BE PAID IN ADVANCE.

BIRTHS.

At 5, Ewo Terrace, Shanghai, on the 2nd

instant, the wife of J. C. JOHNSTON, of a son.

At Hankow, on the 27th November, the wife

of J. B. JACK, Imperial Maritime Customs, of a son.

On the 6th instant, at Melton, The Peak, the

wife of EDWARD JOHN HUGHES, of a son.

DEATH.

At Shanghai, on the 2nd of December,

1894, CONSTANCE, the beloved wife of William

Barrowes RUSSELL.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 7, 1894.

TELEGRAMS.

THE SINEWS OF WAR.

LONDON, December 6th.

A Chinese gold loan of one million and a

quarter, bearing interest at 4 1/2 per cent, is about

to be issued.

"TUMMY" AND TOMMY ROT.

The Times says that the hearty thanks of the

nation are due to the Prince of Wales for the

uninterrupted fact, dignity, and good feeling which

he displayed during his visit to St. Petersburg.

JAPAN, LOOK OUT!

Three Russian war-ships have been ordered

to China.

FRANCE AND MADAGASCAR.

The Senate has passed the credits for the

expedition to Madagascar.

ASHANTEE.

It is reported that a British protectorate of

Ashantee will shortly be declared.

"GOD AND I."

A prolonged uproar has taken place in the

Religious in consequence of the Socialists having

refused to rise and cheer the Emperor.

(Special to Shanghai Mercury).

NEWCHANG, November 26th.

The Chinese propose to pour 350,000 troops

into this part of the country to intercept the

Japanese. Recently 500 Japanese captured a

small city. Chinese troops have completely sur-

rounded the place, greatly out-numbering the

entrapped Japanese. Slaughter is anticipated,

and the capture of the place a certainty.

Large bands of Chinese troops are passing

through Newchang daily, and lively times are

frequently exercised in field-drill and are a source

of astonishment to the simple country folk.

Everything is very quiet and orderly.

CHERFOO, November 30th.

There are rumours of a threatened attack on

Wei-hai-wei, and the Chinese people are leaving

there. There is some excitement here in con-

sequence.

CHERFOO, December 1st.

The impression amongst the naval officers here

is that the Japanese have abandoned the plan

of marching to Peking. Part of the Japanese

fleet have been seen in the Gulf. There has

been no attack yet made on Wei-hai-wei.

LOCAL AND GENERAL.

The Italian cruiser Umbria arrived at Shanghai

on the 2nd instant.

The British cruiser Crested will sail for

Australia to-morrow.

The first-class cruiser Gibraltar, Captain

McLeod, will probably arrive here to-morrow.

The adjourned annual meeting of the "Odd

Volume" will be held in the Society's Room at

9 p.m. to-night.

The Chinese Authorities are busy laying down

more torpedoes near Silver Island, in the

Yangtze.

The Centurion, Edgar, Undenied, Laender,

Sharian, Mercury, and Alacrity were at the

Saddles on the 2nd instant.

A REPORT of the proceedings at the Marine Court

of Inquiry held at the Harbour Office to-day will

be found in another part of this issue.

The officers and crew of the ship Mary L. Stone,

which stranded recently on the coast of Formosa,

arrived here this morning from Tamsui by the

Hatlong.

It was reported at Shanghai on the 3rd instant

that the Chinese garrison at Shanghai had

mutinied against Major von Hanneken and his

foreign allies.

An Emergency meeting of Victoria Lodge, No.

1026, will be held in Freemasons' Hall, Zetland

Street, this evening, at 8.30 for 9 o'clock precisely.

Visiting brethren are cordially invited.

The tea steamer Sikk, which left Yokohama

on the 30th October, and which arrived at

Tacoma on the 24th ulto, arrived at Chicago

on the 24th, and at New York on the 27th.

If the authorities are not extremely careful we

shall have an epidemic of typhoid fever in the

Colony. At the present time that deadly disease

is, we believe, fairly raging in China-town.

At the last Regular Meeting of Zetland Lodge,

No. 425, E. C. Bro. G. A. Caldwell was elected

W. M. for the ensuing year, Brother Mitchell

was re-elected as Treasurer and Bro. J. Maxwell

as Tyler.

A REGULAR meeting of St. John's Lodge, No. 618,

S.C., will be held in the Freemasons' Hall, Zetland

Street, on Wednesday, the 12th instant, at 8 for

8.30 p.m. precisely. Visiting brethren are

cordially invited.

The troopship Yuma left at 4.15 p.m. to-day for

Singapore, India, and England with 170 men,

consisting of detachments of the Shropshire

Light Infantry, Royal Artillery and Royal

Engineers; also the wives and families of

THE STRANDING OF THE

"ZAFIRO."

MARINE COURT OF INQUIRY.

A Court of Inquiry into the circumstances attending the stranding of the China and Manilla Co.'s steamer Zafiro, Captain A. W. R. Cobban, off North Point (Ly-on-mun Pass) on the 14th ulto, while on a voyage from Hongkong to Amoy, was held at the Harbour Office this morning. The Court was composed of Comdr. R. Murray Rumsey, R. N., Harbour Master (Pres. duty) and Captain G. A. Lee, R. N. R., (Comptroller of the Port). A. W. Miller, (Naval Yard R.N.), J. A. Morris (Pera Chula Chow Kiao), and R. Innes (Chinglu).

A. W. R. Cobban, commander of the Zafiro, said the vessel's certificate No. 17,123, issued at Aberdeen in 1879. His certificate had been renewed in 1886 owing to the original being lost when he was mate of the Zafiro, and when she was stranded near the White Dogs. We left Hongkong at a quarter to 2 p.m. on the 14th ulto for Manilla via Amoy. The ship was fully laden, drawing 14 ft. 6 in. and 14 ft. 6 in. forward, and had a full complement of officers and crew. When clear of the shipping and steering the usual course, and about half a mile past North Point, in avoiding collision with a junk the vessel touched the ground. He was on the bridge at the time. Then he stopped and anchored for about 30 minutes, and finding the ship made no water proceeded as he felt sure but little if any harm had been done to his vessel. The impact with the ground was not felt much. While anchored the vessel made no water, still being buoyed out and then only very little. Arrived at Amoy at 2.30 a.m. on the 15th and there received orders from Hongkong to dock, make temporary repairs and return to Hongkong to dock. The advice of the Surveyor at Amoy necessitated the return of the ship to Hongkong to effect repairs. The Amoy cargo was discharged at Amoy, but the Manilla cargo, with the exception of what was perishable, was brought back to Hongkong. Upon arrival at Hongkong the Manilla cargo was discharged, and then the ship was docked. The ship made no water at all coming down from Amoy.

The President—It is customary to steer by land or usually by the light of the day. Continuing, witness said—It was usual to pass North Point about a quarter of a mile distant. On the occasion in question he did so. After passing North Point he was steering nearly due East. He was sure of that for he looked at the compass. There were several junks about in the fairway under way. The wind was about E.N.E. and the junks were "steading" to the southward. All but one of them "put about," so he blew his whistle several times, but as they took no notice he ported a little when off North Point, whilst the while, and then blew a loud blast of the whistle and put the helm hard starboard. That was necessary, because the junk in question took no notice of his signals. The stranding brought the ship round three or four points to the starboard side, when she touched. The only occasion on which he ported was when he was just off the Point. Originally he passed the junk on the port side. As he starboarded the junk went up on the wind and the Zafiro passed between her and the land. He starboarded suddenly because he thought he could pass the land safely and clear the junk. There was a post on North Point and another post on the land, and he knew it was dangerous to go inside the posts. He had no special "leading marks" to guide him. He was not leaving the lead when he touched the ground, for it was not usual to do so when going out of port in broad daylight. When the ship touched he took bearings and found North Point post, by S. S. about 200 yards distant. He said since land touched his ship off the chart, he put the helm "hard starboard." It was too late to avoid stranding. The exact position of the ship cannot be verified, but there is little doubt that she was on or about the edge of the 3 fathoms line marked on the latest chart, but the chart in use by the Master, not being one bearing the most recent corrections, did not so clearly point out his danger. The Court is unanimously of the opinion that the Master would have displayed more caution if he had starboarded or stopped in the first instance of encountering the junk, and had not allowed himself to be forced in towards the shore; also if he had steered a course somewhat further off the land. They are of the opinion, however, by a majority of 3 to 2, that this want of caution did not amount to a wilful or culpable default, and the Master's certificate is therefore not dealt with. Given under our hands at Hongkong this 7th day of December, 1894.

R. MURRAY RUMSEY,

ANDREW MILLER,

GEO. W. LEE,

JOHN ANDREW MORRIS,

GEORGE ALFRED ROBERT INNES.

STARBOARDING.

We find that the British steamer Zafiro,

official No. 88,329 of Hongkong, of which

Alexander Ross Cobban was master, left Victoria

Harbour, Hongkong, at 1.45 p.m. on the 14th

ultimo, bound for Amoy and Manilla. The ship

was fully laden and had on board a

proper complement of men and officers. That

after passing the North point of Hongkong,

the ship proceeded at a speed of 10 knots and

steering by the land under orders of the Master,

certain junks were met with; the number of

them is not clearly before the Court in the

evidence, but it appears more probable that

there were several, and that one of them was

standing in towards the Hongkong shore

and that after porting to avoid collision with

one of these junks, the helm was suddenly

starboarded, and that almost directly afterward

the ship touched the ground. The necessary

steps were taken to ascertain if any

material damage had been done, and the

Master, having satisfied himself on this

point, proceeded on his voyage to Amoy.

That temporary repairs were made at Amoy

and the ship returned to Hongkong to be

thoroughly overhauled and repaired. We are

of opinion that the cause of the casualty was

the Master, relying too much on his

local knowledge, suffered himself to be

edged off by a small junk, standing on his

port bow, until he had got too close to the Hongkong

shore, and that when, realising this, he put the

helm "hard starboard," it was too late to avoid

stranding. The exact position of the ship cannot

be verified, but there is little doubt that she

was on or about the edge of the 3 fathoms line

marked on the latest chart, but the chart in

use by the Master, not being one bearing

the most recent corrections, did not so

clearly point out his danger. The Court is

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R. MURRAY RUMSEY,

ANDREW MILLER,

GEO. W. LEE,

JOHN ANDREW MORRIS,

GEORGE ALFRED ROBERT INNES.

THE WINGLOK STREET OUTRAGE.

THE PRISONERS' STATEMENTS.

At the Magistrate's Court this morning, Mr. Wode-

house presiding, the hearing of the evidence in

the Winglok Street robbery and murder case

Dr. Canfield corroborated Dr. Lowson's evidence

concerning the death of police constable 575.

W. Schmidt, gunsmith, stated that the

bullet extracted from the wounded man

was the revolver produced. The prisoners

then made statements as follows:—

The first prisoner said he was walking in

Winglok Street on the night of the murder and

robbery when he was suddenly struck down by

a bullet in the hip which disabled him. A

constable armed with a revolver came and

arrest

As occasion, backed up by the local Press, the Mission to Siam and kindred Associations in the old country, succeeded in inducing the Government to introduce a measure in the House of Commons for the prevention of the unnecessary labour on board vessels in this harbour on Sundays. It was also very clearly exemplified by the comparative ease with which the Federated Associations of Great Britain got their *Certified Officers' Bill* brought before Parliament, and read a first time eighteen months ago. In view, therefore, of the many indications in recent years of the advantages to be derived from under the *Bill* which has been introduced—*upwards of 30,000 certificated masters* of British masters and officers held aloof from these useful societies—they are the donors who devour the honey gathered by the busy bee.

There can be little doubt, we think, that a good many of the little to which the mercantile marine officer is apparently held are due to the system under which that colossal fund would circulate public, the Board of Trade, or rather efforts to conduct its business. In addition to the work connected with our gigantic Merchant Service, which alone would entail enough work for any separate State Department if properly looked after, the Board of Trade superintends harbours, lighthouses, pilotage, fisheries, sea fisheries, standard weights and measures, railways, gas, telegraph companies, art unions, industrial exhibitions, tramways, regulations under the Explosives Act, trade marks, copyright, statistics (both home and colonial), agricultural, emigration and grain returns, and a number of other matters of considerable importance including, of course, wreck, collision and stranding inquiries. Circumstances as it is, it is manifest that the Board of Trade can do nothing more than "scamp" its multifarious duties and the consequence is that the British Merchant Service has suffered, and will feel the "pinch" from the neglect and gross ignorance of its needs, and it is in this year of grace far below the standard of efficiency and utility which might have been attained years ago but for the mill-stone of doing nothing and nothing which, metaphorically speaking, from first to last has been hung round its neck. Seeing, then, that the evils are great, that the means of improving their condition are ready at hand, it appears something worse than mere folly for those who are eligible for membership should any longer paddle their canoe. British masters and officers must band themselves together in one world-wide confederate alliance, seeking the welfare of themselves and their employers who are nowadays not slow to recognize the loyalty of their servants, and individuals and as a community whose proud boast it is that by means chiefly of her Mercantile Marine, Great Britain has attained her present exalted commercial position among the nations, and as a community, too, who carry the flag of England to all parts of the world, surely no effort should be spared to bring the Service up to a high standard of efficiency in every respect in order that it may not only obtain but even command the respect which is due to a body whose services are as important to the whole nation as they are frequently arduous and dangerous. But it must be borne in mind that such a lofty position can only be attained, by the members of Associations remembering that they must hold together steadfastly, that they are *British* sailors, and the merchant flag of "merrie, merrie England" must ever fly aloft, proudly and majestically, beyond the power of criminals to stain it and beyond the power of tyrants to conquer it.

MR. DETRING IN JAPAN.

Referring to the special and abortive mission of Mr. G. Detring to Japan the *Kobe Chronicle* of the 28th ultimo has the following:—
The somewhat extraordinary news which Reuter sends out that China has sent Mr. Detring to Japan in order to make overtures for peace appears to be founded on fact. Mr. Detring arrived here by the *Lyra* on Monday afternoon, accompanied by Mr. Michie, the well-known journalist who has recently been acting as *Times* correspondent at Tientsin. It is stated that immediately on landing Mr. Detring wired to Count Ito, the Premier, requesting an interview in order that he might present a letter from the Viceroy Li Hsiang-shan which he bears, and which is confidentially stated to contain a proposal upon which negotiations for peace can be commenced. It appears extraordinary, however, that the Chinese Government should choose one of its foreign officials to convey such an important message, which might naturally be expected to be conveyed through one or other of the foreign diplomatic officers in Japan. China has come to a pretty pass when the hated barbarian has to be commissioned to sue for peace. It is expected that Mr. Detring, in his efforts to open negotiations with the Japanese Government, and to act as the medium through which the proposals will be made. Mr. Detring is expected to leave the capital for Hiroshima to-day.

There are said to be a number of Chinese on board the *Lyra*, believed to be high officials with authority to back up Mr. Detring's credentials. The vessel, though now flying the German flag, was formerly one of the China Merchants' steamers, and the police, who seem to have been well aware that her arrival here had something to do with the war, have placed her and every passenger, under the closest surveillance. "All the while Captain Blohm, the master of the *Lyra*, was on shore yesterday he was 'shadowed,' not by a detective, but by a policeman in uniform. If he walked the policeman walked; if he took a 'ricksha' the policeman took another; if he entered a shop the policeman waited outside. It must have been hard work for the policeman, as the Captain walked and rode a good deal yesterday, but he did not succeed in shaking off his companion.

According to an "extra" sent out by the *Osaka Asahi* this morning, Mr. Detring has somewhat un diplomatically allowed himself to be interviewed by a member of that journal's staff, and answered questions as follows:—

Q.—For what purpose have you come to Japan?
A.—I came to Japan as an ambassador from China in order to use all my efforts in favour of securing the peace of the East.

Q.—Is your visit by the instruction of the Peking Government, or by order of the Viceroy Li Hsiang-shan?
A.—It is by the instruction of the Peking Government. (After a pause) My mission is from Li Hsiang-shan and the Peking Government as well.

Q.—The war between Japan and China is now at its height, and yet you suddenly come to Japan, bearing a message of peace. Is China still making preparations to continue the war?
A.—China has no wish to engage in war with Japan. She only wishes for the peace of the East.

Q.—Where are you going to first?
A.—I went ashore yesterday and saw the Governor of Hyogo-ken, and asked whether I could proceed to Headquarters. As soon as I got an answer, I am going to take the steamer to Ujina.

Q.—Have you any credentials proving that you are an ambassador?
A.—Yes; I have a letter.
Q.—Is that a letter written by the Chinese Emperor himself, or by a member of the Government?
A.—I cannot answer.
Q.—May I ask what is the gist of it?
A.—I cannot answer; if you want to know accurately, you must ask the Japanese Government.
This concluded the interview.

Mr. Detring went to the Kobe post office yesterday, and asked to be allowed to send a telegram to Tientsin. The application was refused by the officials on the ground that private telegrams for China could not be forwarded. Mr. Detring's movements appear to be watched very closely, as the Japanese papers print such an item as that he drew a sum of money from the Hongkong and Shanghai Bank yesterday.

CIRCUS LIFE BEHIND THE SCENES.

THEY PEOPLE AND THEIR PECULIARITIES.

Meeting with Mr. Sam Hadley, the well-known agent-in-advance of itinerant circuses, I was able to glean a representative of *Cassell's Saturday Journal* to glean a few interesting details about the customs, habits, and language of those connected with this almost prehistoric species of entertainment.

The first thing we began to talk about was the language of circuses. As everybody knows, the theatrical profession has an unvarying notoriety for slang, and music-hall people are even greater offenders; but in originality of word-circus people can give both their brother professionals a very long start and a beating. They possess a "largo" which almost amounts to a language. My informant told me that if I went into a room full of tent-men I might easily imagine I was in some foreign country amongst a strange race of people.

Let me give a few examples of their word-circus. "Money" is "poah," "meat," "diesel," "spoonfuls," and "when the performer is a woman are called (not an uncommon event in the smaller class of circuses) about the time of their salaries becoming due, you will hear them say, "Has the ghost walked?" or, "Will the ghost walk to-day?" "Threepence" they call "true solids," and a "shilling" "blone."

Food is termed "managari," which is evidently a corruption from the French "manager," to eat. "Have you seen the dona of the last?" means "Have you seen the landlady of the public-house?"

Lodgings, or "diggins," are called "latara," which has a distinctly South European sound about it. It is, however, the ambition of the regular circus artist, and especially the lady performer, to have a "living" wagon of their own. It is supposed to confer on them an appearance of financial substantiality and independence.

Horses are always called "prads," and when the circus is *en route*, and they are drawing the wagons up hill, all the male members of the company are supposed to get down to lighten the burden; if not, you will hear the circus proprietor shouting out at the top of his voice:—
"Lope! lope! you larry beggars!" which means, "Dismount! dismount!"

As in other entertainments, a great deal of the success of the circus depends upon the ability and energy of the agent-in-advance. Obtaining a field or part thereof on which the circus tent is to stand is called "getting tober," and the man who lets the ground "the tober man." He is looked upon by the tent-men with great awe and reverence, and often you will hear—on his unexpected approach—the warning, "Wait! wait! wait! I want to hear the tober man."

Land in a good situation will fetch from £2 to £4 a day, and the tent that has been cut to make the ring must be replaced—though at the last moment this little duty is often overlooked.

It would be impossible, even if it were desirable, in an article of this length to reproduce a conversation between circus people, but a few phrases will indicate the peculiarity of the "largo" and the inability of anyone not versed in it to comprehend it.

"Nanti polonki" means, "Don't let anyone know," or its more slangy equivalent, "Mum's the word."

"Vardi the om!" "Observe the policeman!"—a caution that appears from some reason or another to be a standard perversion of the Latin "vade"—but what "om" is derived from it would be difficult to conjecture, unless it comes from an exclamatory origin.

Some of the lingo is pure slang, such as "Oliver Cromwell?" (Do you understand?) "John Hodley?" (Look sharp!) The orchestra are known by the not very elegant title of "wind-jammers;" and from what Mr. Hadley informed me do not apparently command that artistic reverence which musicians inspire in higher grades of employment. When their services are not required by "the ring" the wait-orrest is called "a dead act."

In social standing, I was informed, the order runs—(1) Artists; (2) handmen; (3) grooms; (4) tent-men, and such class "kept to itself." Sometimes a groom might ask a tent-man to share his alcoholic potations, but it was looked upon as generous condescension.

The canvas-elevators have evidently a hard time of it. They must accustom themselves to "sleep rough"—that is to say, they must put up with mother earth for a bed and the canopy of heaven for a covering. Such *ad frons* repose is known as "sleeping on the ground."

Circuses in this country go out in the early spring, and in the late autumn make for a wooden building in a bigish town, where they comfortably hibernates.

As regards salaries, Mr. Hadley gave me some interesting statistics.

Artists, of course, vary according to the class of circus from £2 a week to £20. The "wind-jammers" get 30s. to 32s. 6d. a week; grooms, 20s. a week; tent-men, 18s. a week.

"The ghost walks" twice a week—the small "treasure" being on Saturday and the big one on Tuesday. There is a peculiar reason for the big "treasure" not being on Saturday. Some of the lower class of circus people, such as the grooms and tent-men, are of a migratory nature, and when they get a glance at the advertisement columns of the *Evening Standard* (published on Saturday), they might feel disposed to gratify their locomotive instincts, but the fact of knowing that the larger part of their salary is still due to them acts as an irresistible deterrent, and so these men stay on from week to week until the end of the season.

The wives of the "wind-jammers" can earn a shilling a day by dressing in gorgeous attire and riding in triumphal chariots in the midday procession, thus giving the public the idea that the inside show is of much vaster proportions than it really is.

The cost of printing these *Notes* that announce the time and length of the *Hongkong Register* of the ring and circuses—the *Advertiser* that represent the great potentates of Europe last in amusement—at the splendid and stupendous spectacle spread out before their royal eyes—costs about £30 a week.

The entire inclusive cost of running a circus up as I have described would be from £60 to £100 a week.

As regards taking, at 20, 25, and 30, a full "house" would realize about £10, but a colonial circus like Sanger's, with a tent holding 4,000 to 5,000 people, would bring in £200 a time.

I asked my informant, in conclusion, how far he would drive in a season, and he showed me his diary for the last five or six years, which represented an average of about 2,500 miles a season.

FOOCHOW NOTES.

FOOCHOW, December 1st.
We are informed that 1,500 soldiers have been enlisted last week, and will be transported to Formosa.

A great quantity of Japan matches has arrived here of late, and the price has fallen from \$28 to \$24 per case.

The late manager of this paper, Mr. S. A. Margal, has had, we regret to say, to resign his post on account of ill health, and left the port per steamer *Taku* yesterday.

The Viceroy has received notice that Leong-hong-sing and Hick-hing-sing will arrive here from the North; the former to take the post of Brigadier-General of Foochow, and the latter of the Hing-hwa district.

Information has reached the Viceroy that there were some secret societies in the city under instructions to set fire to houses and rob the people, and H. E. has issued a proclamation instructing the people to arrest them, and a reward of \$100 will be given to each culprit so arrested.

The chief of a gang of thieves was arrested on Tuesday night last by the night patrol, and on the following morning when he was brought before the magistrate, he said that he was under the influence of liquor, and was left alone in the street by his friends. The magistrate ordered 200 blows with the bamboo, to ensure his future good behaviour.

The rice dealers in the Liang-hong district have sent a petition to the Viceroy, requesting him to allow all the rice junks to come through the Toulai channel, instead of the ordinary course, on account of the torpedoes having been laid down at the entrance of this river. In reply to the petition, the Viceroy stated that there were no like stations to collect the duties, and he cannot comply with the request until he hears from the authorities of that district.

Export of tea to Great Britain and the continent of Europe, to the end of November in each year, are as follows:—

1894	10,774,744
1891	21,569,851
1892	25,145,823
1893	17,209,821
1890	22,446,917
1889	21,118,719
1888	28,985,420
1887	36,215,285
1886	49,817,481
1885	50,165,708
1884	49,048,754
1883	51,482,574
1882	49,326,107
1881	50,605,019
1880	62,193,567
1879	61,744,458
1878	64,334,094
1877	49,076,220

—Echo.

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CHINA COAST METEOROLOGICAL REGISTER.

6th December, 1894.—At 4 p.m.

STATION.	Wind.	Temp.	Humidity.	Bar.	Cloud.	Sea.	Vis.
Wanchow	34-48	14	80	30.1	100	1	10
Yokohama	30-40	12	75	30.2	100	1	10
Nagasaki	28-38	10	70	30.3	100	1	10
Shanghai	26-36	8	65	30.4	100	1	10
Foochow	24-34	6	60	30.5	100	1	10
Amoy	22-32	4	55	30.6	100	1	10
Swatow	20-30	2	50	30.7	100	1	10
Canton	18-28	0	45	30.8	100	1	10
Hankow	16-26	-2	40	30.9	100	1	10
Peking	14-24	-4	35	31.0	100	1	10
Harbin	12-22	-6	30	31.1	100	1	10
Manchuria	10-20	-8	25	31.2	100	1	10
Ussuriysk	8-18	-10	20	31.3	100	1	10
Chita	6-16	-12	15	31.4	100	1	10
Khabarovsk	4-14	-14	10	31.5	100	1	10
Verkhne-Amur	2-12	-16	5	31.6	100	1	10
Yakutsk	0-10	-18	0	31.7	100	1	10
Oymyakon	-2-8	-20	0	31.8	100	1	10
Verkhne-Tura	-4-6	-22	0	31.9	100	1	10
Verkhne-Aldan	-6-4	-24	0	32.0	100	1	10
Verkhne-Ulen	-8-2	-26	0	32.1	100	1	10
Verkhne-Tura	-10-0	-28	0	32.2	100	1	10
Verkhne-Aldan	-12-2	-30	0	32.3	100	1	10
Verkhne-Ulen	-14-4	-32	0	32.4	100	1	10
Verkhne-Tura	-16-6	-34	0	32.5	100	1	10
Verkhne-Aldan	-18-8	-36	0	32.6	100	1	10
Verkhne-Ulen	-20-10	-38	0	32.7	100	1	10
Verkhne-Tura	-22-12	-40	0	32.8	100	1	10
Verkhne-Aldan	-24-14	-42	0	32.9	100	1	10
Verkhne-Ulen	-26-16	-44	0	33.0	100	1	10
Verkhne-Tura	-28-18	-46	0	33.1	100	1	10
Verkhne-Aldan	-30-20	-48	0	33.2	100	1	10
Verkhne-Ulen	-32-22	-50	0	33.3	100	1	10
Verkhne-Tura	-34-24	-52	0	33.4	100	1	10
Verkhne-Aldan	-36-26	-54	0	33.5	100	1	10
Verkhne-Ulen	-38-28	-56	0	33.6	100	1	10
Verkhne-Tura	-40-30	-58	0	33.7	100	1	10
Verkhne-Aldan	-42-32	-60	0	33.8	100	1	10
Verkhne-Ulen	-44-34	-62	0	33.9	100	1	10
Verkhne-Tura	-46-36	-64	0	34.0	100	1	10
Verkhne-Aldan	-48-38	-66	0	34.1	100	1	10
Verkhne-Ulen	-50-40	-68	0	34.2	100	1	10
Verkhne-Tura	-52-42	-70	0	34.3	100	1	10
Verkhne-Aldan	-54-44	-72	0	34.4	100	1	10
Verkhne-Ulen	-56-46	-74	0	34.5	100	1	10
Verkhne-Tura	-58-48	-76	0	34.6	100	1	10
Verkhne-Aldan	-60-50	-78	0	34.7	100	1	10
Verkhne-Ulen	-62-52	-80	0	34.8	100	1	10
Verkhne-Tura	-64-54	-82	0	34.9	100	1	10
Verkhne-Aldan	-66-56	-84	0	35.0	100	1	10
Verkhne-Ulen	-68-58	-86	0	35.1	100	1	10
Verkhne-Tura	-70-60	-88	0	35.2	100	1	10
Verkhne-Aldan	-72-62	-90	0	35.3	100	1	10
Verkhne-Ulen	-74-64	-92	0	35.4	100	1	10
Verkhne-Tura	-76-66	-94	0	35.5	100	1	10
Verkhne-Aldan	-78-68	-96	0	35.6	100	1	10
Verkhne-Ulen	-80-70	-98	0	35.7	100	1	10
Verkhne-Tura	-82-72	-100	0	35.8	100	1	10
Verkhne-Aldan	-84-74	-102	0	35.9	100	1	10
Verkhne-Ulen	-86-76	-104	0	36.0	100	1	10
Verkhne-Tura	-88-78	-106	0	36.1	100	1	10
Verkhne-Aldan	-90-80	-108	0	36.2	100	1	10
Verkhne-Ulen	-92-82	-110	0	36.3	100	1	10
Verkhne-Tura	-94-84	-112	0	36.4	100	1	10
Verkhne-Aldan	-96-86	-114	0	36.5	100	1	10
Verkhne-Ulen	-98-88	-116	0	36.6	100	1	10
Verkhne-Tura	-100-90	-118	0	36.7	100	1	10
Verkhne-Aldan	-102-92	-120	0	36.8	100	1	10
Verkhne-Ulen	-104-94	-122	0	36.9	100	1	10
Verkhne-Tura	-106-96	-124	0	37.0	100	1	10
Verkhne-Aldan	-108-98	-126	0	37.1	100	1	10
Verkhne-Ulen	-110-100	-128	0	37.2	100	1	10
Verkhne-Tura	-112-102	-130	0	37.3	100	1	10
Verkhne-Aldan	-114-104	-132	0	37.4	100	1	10
Verkhne-Ulen	-116-106	-134	0	37.5	100	1	10
Verkhne-Tura	-118-108	-136	0	37.6	100	1	10
Verkhne-Aldan	-120-110	-138	0	37.7	100	1	10
Verkhne-Ulen	-122-112	-140	0	37.8	100	1	10
Verkhne-Tura	-124-114	-142	0	37.9	100	1	10
Verkhne-Aldan	-126-116	-144	0	38.0	100	1	10
Verkhne-Ulen	-128-118	-146	0	38.1	100	1	10
Verkhne-Tura	-130-120	-148	0	38.2	100	1	10
Verkhne-Aldan	-132-122	-150	0	38.3	100	1	10
Verkhne-Ulen	-134-124	-152	0	38.4	100	1	10
Verkhne-Tura	-136-126	-154	0	38.5	100	1	10
Verkhne-Aldan	-138-128	-156	0	38.6	100	1	10
Verkhne-Ulen	-140-130	-158	0	38.7	100	1	10
Verkhne-Tura	-142-132	-160	0	38.8	100	1	10
Verkhne-Aldan	-144-134	-162	0	38.9	100	1	10
Verkhne-Ulen	-146-136	-164	0	39.0	100	1	10
Verkhne-Tura	-148-138	-166	0	39.1	100	1	10
Verkhne-Aldan	-150-140	-168	0	39.2	100	1	10
Verkhne-Ulen	-152-142	-170	0	39.3	100	1	10
Verkhne-Tura	-154-144	-172	0	39.4	100	1	10
Verkhne-Aldan	-156-146	-174	0	39.5	100	1	10
Verkhne-Ulen	-158-148	-176	0	39.6	100	1	10
Verkhne-Tura	-160-150	-178	0	39.7	100	1	10
Verkhne-Aldan	-162-152	-180	0	39.8	100	1	10
Verkhne-Ulen	-164-154	-182	0	39.9	100	1	10
Verkhne-Tura	-166-156	-184	0	40.0	100	1	10

